

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Brand Airfield

25X1A

INTELLIGENCE EVALUATION sec. below

PLACE OBTAINED

25X1C

DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

28 January 1952

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REFERENCES

25X1C

PAGES 2

ENCLOSURES (NO. & TYPE)

One sketch on ditto

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REMARKS

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1. On 15 December 1951, 1,097 laborers were employed at Brand airfield. At 6:30 a.m. on 18 December, the first gasoline shipment consisting of seven railroad tank cars arrived at the field. Since the pipe lines from the spur track to the fuel dump were not completed the tank cars were emptied, by means of a portable engine pump, into the fuel containers which were not yet dug in. The labels on the cars indicated that the fuel came from Leuna. (1) Soviet special troops were laying the pipe lines.
2. On 20 December, an order of the Soviet construction staff in order, signed by Lieutenant Colonel Streltsov (fnu), arrived at the field. It ordered the construction of 6 low brick buildings for EM, 5 low brick buildings for officers, 1 low brick building for offices, 1 Finnish bath (sauna), 1 building for instruction purposes, 1 hospital, 1 dwelling with 3 or 4 apartments, 1 large motor vehicle repair shop with concrete parking sites, 1 shed for storing potatoes, 1 compressor plant next to the runway, and 1 oxygen plant near the runway. The two warehouses at the spur track had to be enlarged by 15 meters each. (2)
3. The ammunition dump was completed on 21 December. (3) It was inspected and accepted by a team of 12 air force officers commanded by a colonel. At the acceptance, a lieutenant colonel of the construction staff in order ordered that the dump be provided with lighting facilities by 24 December at the latest since the first fuel shipment was already on the way. The senior officer of the advance detail at the field demanded that the electric current to the field had to be increased to 800 kVA and that electric current of 60 to 80 kVA had to be furnished to the radio installation by means of an auxiliary connection. At the time of observation, the current at the field had been increased from 280 to 480 kVA.

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4. At 5:30 p.m. on 27 December, a train of 40 freight cars arrived at the field. Every second car was loaded. The boxcars were labeled "Inflammable". Six tank trucks and a truck with a hoisting gear were observed. Twelve tank trucks were parked at the field.
5. On 30 December, the field was taken over by the commander of the new troops at the field. Twenty-seven twin-jet planes were observed parked at the dispersal areas. (4)
6. A high tension cable was observed. Of the sixteen containers in the fuel dump eleven were underground and covered with a noticeably small layer of earth. (5)

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7. A low wooden building was erected in the extension of the runway, north of the village of Krausnick. Telephone lines extended from this building toward the field. After 15 December, another low wooden building was built in the extension of the runway, about 300 meters northeast of Neuschenke. This building was surrounded by four round masts 5 to 6 meters high. (6)

8. Between 17 December 1951 and 5 January 1952, there was no flying at the field. On 26 December, the field was occupied by 19 type-27 and probably type-30 planes, 2 PO-2s, IL-12 or LI-2s, and 2 TU-2s or P-25s. (7) A construction worker at the field said that, during the period of observation, bombs and fuel arrived at the field by rail.

Comments.

- (1) The information confirms the previous assumption that the airfields in the Soviet Zone of Germany are supplied with fuel not only from the air force fuel depot in Velten but also directly from synthetic fuel plants located in the Soviet Zone.
- (2) These construction projects were not entered on the construction plan previously transmitted. See [redacted]
- (3) For location of ammunition dump, see Annex 2 [redacted]
- (4) The bomber regiment with type-27 planes from Oranienburg arrived in Brand on 26 December 1951. See [redacted]
- (5) The high tension line was previously reported as a telephone line. For details, see [redacted] for course of cable, see Annex. For pin-point location of fuel dump, see Annex. The location of the dump was entered on Annex 1 to [redacted] which has been forwarded.
- (6) It is believed that the installations under construction are the inner landing beacon and the Adcock DF station.
- (7) Not all of the aircraft of the bomber regiment from Oranienburg may have arrived in Brand on 26 December 1951.

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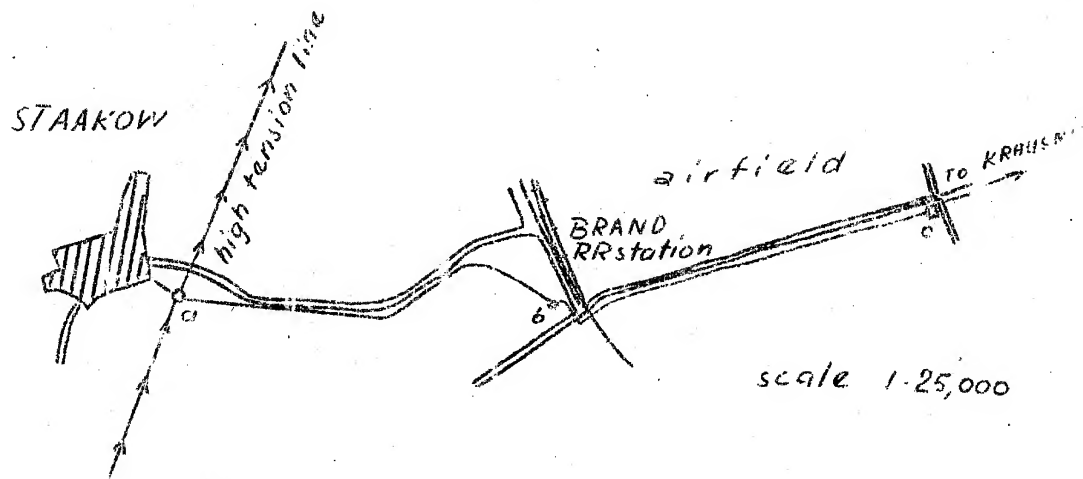
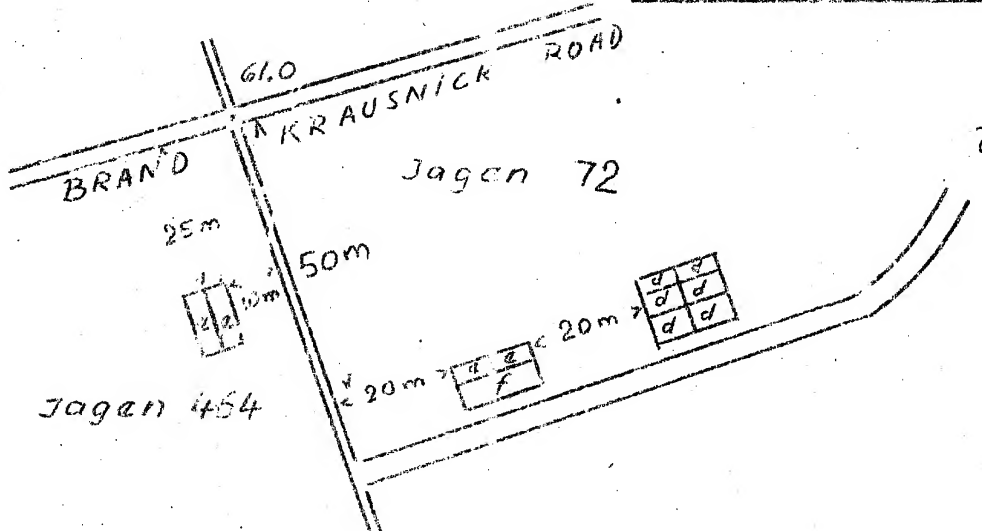
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Location Sketch of High Tension Line at Brand Airfield

Legend:

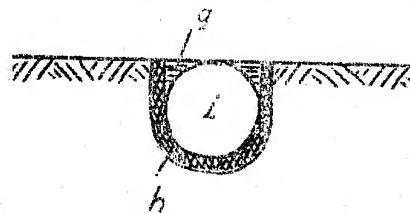
- Lead off from high tension line
- b Cabin 13 meters square
- c Transformer station
- a-b Overhead line
- b-c Underground cable

Fuel Dump at Brand Airfield

Legend:

- d Container 8 meters long
- e Container 8 meters long
- f Container 16 meters long

Underground Container



Legend:

- d Earth
- h Masonry
- i Container